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OCEANIC LINES  
A Comprehensive and Complete  
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HONGKONG WEEKLY  
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# Hongkong Daily Press.

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Hongkong, 27th January, 1906.

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 7TH, 1906.

JEROME K. JEROME regards his pipe as his "strongest friend," chiefly because it never tells him of his faults. Candour is conventionally included in the category of virtues, but there is candour and candour. The candid friend is notoriously friendless. Intellectual candour is rarer, less easy to produce, and there is a great need of it. The average man forms strong opinions without first thinking them out. Professor KINGDON CLIFFORD in one of his essays says "it is wrong always, everywhere, and for everyone to believe anything upon insufficient evidence." Striving after candour of the intellect, striving as hard to be honest with themselves as honest with others, makes men captains of their souls. For most, however, it means a strenuous strife, a never-ending Sisyphean struggle. The busy vice of taking things for granted is their rebounding boulder on life's activity. The other candour is too cheap, though, like many cheap things, it has its uses. It is curious to watch how different people behave when they encounter it. Well-bred people take it smiling, as when Society went to hear and enjoy Father VAUGHAN's fulminations. Ill-bred people cannot endure it, deserving or undeserving. They get cross; especially if by chance the candid critic fingers a sore spot. Occasionally it falls on ground that is not stony, and then it gives, furiously to think. At a local tiffin table yesterday a Doctor made a remark that prompted a Piece-goods Expert to say that he was surprised to find a man in his position giving expression to such opinions, &c. &c. A little heatedly the

medical man rejoined that he never pretended to be a good man, or words to the effect that he never pretended to be anything at all other than he was. One of those cantankerously candid misanthropes of society sententiously observed that it was "pretentious to pretend to have no pretences." It was rude, but it was suggestive. It led us to look again at a new book of essays by HUBERT BLAND, from which we quoted the other day. This new writer, we remembered, is one who makes an effort in the direction of candour, candour of both sorts, the cheap and the dear. As might have been expected, we find that he is less successful when trying to be honest with himself than he is when dealing faithfully with the foibles of his public. "The question of the religious education of young children is a question which all of us, who take any interest in public affairs, have got to tackle whether we like it or not," he says, and he tackles it with a most refreshing candour, as will be seen. Yet in the same book we find the same man taking comfort in Wordsworth's line, "We live by admiration, love, and awe," and on that poetic nocturnal swimming toward the postulate that there are many occasions on which man has to reject evidence in favour of faith. On the subject of secular versus the other kind of popular education, he marvels to find "how curiously little clear, close, honest thinking had been given to it at all." This applies to an amazing number of conventions. As shareholders in Life, Limited, we are all prone to accept the hint of the Directors, and to "take it as read," and very often the things we regard as axiomatic are those that are truly most debatable. Mr. BLAND quotes a typical citizen's declaration that "to banish definite religious instruction from the elementary schools would be to bring up the rising generation to be more like devils than like men." Mr. BLAND pointed out that about half the children at school in England were receiving no definite religious instruction in the day-school: were they noticeably devilish? The other half claimed that the example of the other half saved them, as well as home influences. In this citizen's home, Mr. BLAND happened to know, "you might stay a year (if you went away for week-ends) without guessing that anyone in it held any religious views at all." There were no family prayers; religion was eschewed as a topic. Each member of the family went to church once each Sunday, and that was all. Yet this citizen seemed furiously eager to give definite religious instruction to the children of the working classes, without taking any steps to give it to his own. If we all only dared to speak out fearlessly exactly what we each know! Mr. BLAND makes the effort. He casts his mind back to his own childhood.

"I did believe in ghosts with an urgent, insistent, practical belief. I expected to come across ghosts in dark corners and at the end of dark passages in our old house, and took uncommonly good care not to pass those dark corners alone, and to keep well away from the end of those dark passages. But I don't think I ever expected to come across an angel anywhere. And yet I was always being told that there were no such things as ghosts, and that angels were all about us, especially about our beds when the light was put out. Yes, looking back, I am quite sure that I never drew any comfort from the presence of those angels about my bed. I can't say I disbelieved in them, because that would have been to doubt the word of grown-up people, but in those dreadful twenty minutes after the light was out and before I fell asleep, what comforted me was the noise of talk and movement downstairs. That was real, I felt. Now, how was it, I ask myself, that while I did believe in gaily ghosts I did not believe (with a vital belief) in radiant, white-winged angels? Well, I think, it was because I noticed that the grown-up people about me, my nurse and the other servants, for instance, did believe in ghosts, while none of them, so far as I could gather from their conduct, believed a single little bit in angels."

Then with regard to divine anger or sorrow over naughtiness, Mr. BLAND always found that when he had been guilty of some small offence his parents forgave him, and he reasoned therefrom that divine forgiveness was equally sure. "Small children, very small children, do reason and they reason father well." So those considerations never affected his conduct; he must have been a calculating little monster. He shared with countless other children the sympathy with the bad, unfortunate characters in the Bible stories, "used to clench my small fists whenever I thought of Elisha and those she-bears." His monstrous touchiness about his bidd head! And so on, he goes through the tragedy of the unfolding child mind, and we can sympathise heartily, forgetting to be shocked. "One may as well speak out; if we don't tell the truth to ourselves and to each other about children we shall never get to the bottom of the religious difficulty." Quite so, and of numerous other difficulties. Look round, take up almost any question of the day, that has any vitality in it at all, and see if a plea for candour, for intellectual honesty, is not timely, not urgently to be made and earnestly weighed. Who deceives themselves

are surely the most mischievous of fiends. Because introspection in excess is morbid, perhaps, men ignore one of the most valuable clues they have to the underlying forces of conduct. Yet a determined probing in that direction, and a perfectly frank and fearless tabulation of the evidence so obtained, may sometimes throw a much needed light on external phenomena that at present seem puzzling.

The French Mail of the 7th January, was delivered in London on the 5th inst.

Sir Joseph Ward, Prime Minister of New Zealand, has been using some very strong language respecting the Suez Canal. He spoke of its "barbaric toll-bar methods," and described it as controlled by covetous people in the Old World, who allow a system of greed, avarice, selfishness, and money-grubbing to penalise every passenger and every pound of cargo between Australasia and England, and between England and Australasia. Sir Joseph Ward predicts that the Panama Canal "will bring the Suez Canal proprietary to a proper recognition of their duty to the people of Great Britain and the Colonies."

## LOCAL SPORT

## HO KEY.

The Hockey Club will play the R. A. on the Club ground this afternoon at 4.45 p.m., playing in colours. Club Team—H. Beyer, Goal; T. M. Knott and C. W. Jeffries, Backs; H. V. Wilkinson, H. L. Garrett and C. B. Johnson, Forwards; R. F. Ricketts, R. O. Hutchinson, R. F. C. Master, C. P. Chatter and L. G. Bird (Capt), forwards; Reserve: T. C. Gray.

## THE ROYAL HONGKONG YACHT CLUB.

Owing to the resignation of Mr. G. G. Franklin, on account of his leaving for Japan, Mr. Hedley G. White (of Messrs. Bleekhead & Co.) has been appointed Honorary Secretary and Honorary Treasurer to the R.H.K.Y.C., as from to-day (7th inst.).

The match at Kowloon is closed and any member wishing to row must proceed to the new Club House at North Point which is now open.

The date of the official opening ceremony will be advertised later.

## DAIRY FARM ENTERPRISE.

The Dairy Farm Co. Ltd. landed a lot of 20 fine cows on Wednesday, shipped to them from Australia per s.s. "Changsha." The lot is composed of breeds of pure Holstein, Holstein-Ayrshire and Holstein-Jersey, and are likely to yield a very rich quality of milk. They expect a further lot of 20 of the same class of cows by the s.s. "Taiyuan," due 4th March.

In addition to these, they received, in November last, a lot of 31 specially selected pure Ayrshire cows direct from Scotland, which have been pronounced as the best lot seen in these parts.

## MESSAGE FROM THE KING OF PORTUGAL.

The following (translated) telegrams have been exchanged between the President of the Biblioteca Lusitana and the Private Secretary to His Majesty the King of Portugal:

"Biblioteca Lusitana express deep feelings of condolence, death King, their honours President; salute respectfully kiss hands His Majesty Dom Manuel II.

GUNHA.

President.

"His Majesty the King feelingly tenders thanks.

Conde d'Arco.

## TRIUMPH OF NERVE.

LINE'S SURGEON OPERATES IN A STORM. One of the most dramatic incidents in the history of Atlantic voyages took place during the recent passage of the Cunard liner Pannonia from the Mediterranean.

The vessel was plunging its way through a severe storm when the ship's surgeon Mr. J. F. Orr, reported to the captain that a Scottish stoker named Law, who was suffering from appendicitis, was in a critical condition, and that if the man's life were to be saved an immediate operation was necessary.

The captain at once gave the order for the ship to be stopped and dozens of gallons of oil were hurled overboard in the effort to keep the vessel from pitching in the heavy seas that were running.

While every effort was thus made to keep the ship steady the surgeon was carrying out the operation in the sick bay below. The operation was successful, but when it was over the surgeon practically collapsed, so great had been the strain on his nerves. Every moment while he had been working with the knife he had been faced with the fear that the pitching of the ship in the storm might make his hand slip and cause a fatal wound. The stoker who would have died within twenty-four hours, had the operation been delayed, was convalescent when the ship arrived at New York, and was expected to be able to resume his work in a few days.

## LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's str. *Vöruwerts* left Singapore for this port on the 5th inst., and is due here on the 11th inst.

The Indo-China str. *Laitang* left Calcutta for this port via the Straits on 3rd inst., and may be expected here on or about 19th inst.

The I.G.M. str. *Prins Lodovik* left Genoa on the 5th inst. at 8 a.m., and may be expected here on or about the 4th inst.

The I.G.M. str. *Kleist* which left here on Sunday, the 2nd inst. at 10 a.m., arrived at Shanghai on Wednesday, the 5th inst. at 1 p.m.

The Boston str. *Shawmut* left Kobe for Moji on the 5th inst.

## TELEGRAMS.

[REUTERS'S SERVICE.]

## PORTUGAL.

LONDON, February 4th.

Vice-Admiral Ferreira do Amaral has formed a Cabinet.

The Progressist leaders have resolved, while deploring the assassinations, to loyally support the Government provided the political prisoners are released and the measures of the Dictatorship repealed.

Senhor Franco is apparently withdrawing from affairs entirely. The latest accounts show that the Portuguese Princes were armed with revolvers which they fired at the assassins, Prince Manuel firing four shots.

Prince Manuel, presiding at the first Council of State said, I am without knowledge and experience, but place myself in your hands, counting on your patriotism and wisdom.

## GREAT BRITAIN AND THE RECENT ASSASSINATIONS.

LONDON, February 4th.

Lord Ripon in the House of Lords, and Sir Henry Campbell-Bannerman in the House of Commons, moved resolutions, after impressive speeches, expressing indignation and concern at the assassination of His Majesty's ancient ally and friend; abhorrence of the crime, and sympathy with the Portuguese Royalists and people. Both Houses passed the resolutions unanimously.

## RUSSIA.

LONDON, February 4th.

The Duma passed a vote of condolence on the recent assassinations of the King and Crown Prince of Portugal; the Social Democrats and Labourites absenting themselves from the House.

The concentration of Russian troops in Finland continues.

## TO FIND THE SOUTH POLE.

BRITISH EXPEDITION LEAVES NEW ZEALAND.

Wellington (N.Z.), January 1.

The steamer Konya, towing the Nimrod, the ship of the British South Polar expedition under Lieutenant Shackleton, left Lyttelton at 5.30 this afternoon for the Antarctic, receiving an enthusiastic farewell from the townspeople.

The Nimrod will go down to the winter quarters of the Discovery in latitude 72.50 South. After landing a party of explorers, the ship will return to New Zealand in March, thus avoiding the risk of being frozen in like the Discovery.

In December of this year she will again sail for the Antarctic, and bring home the expedition in March 1909.

The exploring party will probably be landed at McMurdo Bay, and will try to reach the Magnetic Pole, placed by Ross 100 miles to the westward.

Their main object, however, will be to follow up the south sledge journey from the Discovery, which penetrated as far south as 82.17 and there found mountains ranging up to 15,000 feet in height. To make a longer journey possible, Siberian ponies have been taken to draw the sledges.

## TRANS-ALPINE CANAL.

AN INTERESTING SCHEME.

Signor Pietro Cominada, a Milanese engineer, has been engaged in studying a gigantic scheme for constructing a great canal between Genoa and Lake Ontario, across the Apennines and the Alps. Signor Cominada, who is one of the highest scientific authorities in Italy, discusses the project in the *Corriere della Sera*, observing that the plan solves in quite a novel manner all the difficulties hitherto existing, and opens an unexplored horizon for the future of trans-Alpine navigation.

The canal will have a length of 367 miles, of which 181 miles would consist of waterways at present open. It will be tubular, and divided into sections by means of floating gates, worked on a system of guide rails, connected to the lateral walls, thus enabling the boats to maintain themselves in the positions where there is the necessary depth of water.

A model of the system on a scale of one-tenth works perfectly, and experiments made with it have been completely successful, according to the opinion of competent judges. The model will shortly be on exhibition in the grounds of the Accademia del Lincei.

The inventor has already carried out important hydraulic works in South America. He says that on the proposed canal an annual traffic of 15,000,000 tons could be developed.

## PRESIDENTIAL CANDIDATES.

Mr. Taft, Secretary for War, made a long speech on December 30th before the Merchants' Association at Boston. It is becoming more and more apparent that the only men who will be considered seriously as candidates by the Republican National Convention next summer are Mr. Taft and Governor Hughes. The former, it will be seen, has practically started the campaign, which will last ten months during which period he must keep himself sedulously in the limelight.

Governor Hughes maintains a silence which is actually gaining friends for him all over the country. The Taft partisans would much prefer that he should start on the stump, for there would inevitably be given something to criticize, if not to attack. But neither Mr. Hughes nor his friends are inactive.

They are steadily getting hold of New York in the hope of getting this vitally important State to send a solid Hughes delegation to the National Convention. Mr. Taft and his friends are working to the same end in Ohio. It is said that Mr. Hughes will maintain his present silence until the eve of the Convention, when he will make one great oration, which will whirl him into the coveted nomination.

## SUPREME COURT.

Thursday, February 3th.

IN SUMMARY JURISDICTION.

ENFORCE HIS HONOUR MR. JUSTICE WISE (PUGH'S JUDGES).

AN UNPROFITABLE PARTNERSHIP.

W. H. Manners sued F. H. Cornell to recover the sum of \$217.50 for money due. Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morrell) appeared for the defendant, and informed the Court that Mr. Lowe had been into the books and found in respect of the partnership transactions between the plaintiff and the defendant that there was a balance due from the plaintiff to the defendant instead of the other way about.

Plaintiff stated that he received a sum of \$200 from a man named Mathews, which he handed over the F. H. Cornell. Mathews was repaid by plaintiff, who had his receipt. Witness was not present when Mr. Lowe went into the accounts.

His Lordship—The defendant said he used this money up in the business.

Plaintiff—Hardly, and when the things were sold I did not receive any of the money.

Examined by Mr. Goldring plaintiff said he did not pay over only \$150 out of the \$200. Their business was not very successful.

Defendant was then called and stated that in May 1903 he entered into partnership relations with the plaintiff. They started business as electricians and electroplaters, witness contributing roughly about \$300 of the capital and plaintiff \$500. The understanding was that Mr. Manners was to have a one-third share in the business which, however, was not a success, and all the capital was lost. To a certain Chinese firm in Wanchai from whom they got material Mr. Manners paid \$150 on account of his part of the capital. Defendant sent plaintiff a statement of accounts at the end of December 1903, which showed that Mr. Manners was indebted to him, but knowing at the time that he had no money witness did not press the matter.

Questioned by Mr. Manners, defendant admitted that he had said the capital was lost. And yet you sold the business for actual cash to Wilks and Jack?—I sold a certain plant. For how much?—\$900.

And you went to work for Wilks and Jack?—Yes.

And you have been working for them ever since?—I have.

The plant which you sold for \$900 I believe cost us \$3058?—Somewhere about that.

Have I seen these books and vouchers?—All the vouchers you have seen not once, but several times.

While these accounts were being made up, was I present?—Neither was I.

So that I've had no say in the matter. Now when you sold the business to Wilks and Jack did you receive any sanction from me?—It was sold with your knowledge.

Defendant here informed the Court that on September 1st Mr. Manners went to Mexico. On that date there was no money in the business, and they could not get any work to do. They then owed three months rent and defendant wrote and told plaintiff how things were going on. Plaintiff wrote a letter in reply (produced) in which he said, "Don't sell if you can possibly help it." At the end of September they were three months in debt for rent, owed the Gas Company for three months, and owed \$100 for wages, so that he had to accept the best offer he could get.

Plaintiff proceeded to cross-examine.

Have all the debts we owed been settled?—Since the end of September I have paid off what I could.

His Lordship—What did you do with the \$900?—Used that for paying debts.

Plaintiff—You've got here an amount due to the complainant; has that been paid?—When we closed the business we owed him \$198.40 since I have paid him \$150 in settlement.

All these accounts are paid?—All with the exception of \$68 still owing.

Mr. A. B. Lowe, chartered accountant, stated that from the books he found the balance due was the other way about, there being about \$900 due from the plaintiff to the defendant.

At the request of the plaintiff Mr. Lowe then briefly explained the accounts and showed how the amount due by the plaintiff was arrived at.

Plaintiff—I don't altogether agree with that way of book-keeping, but he is a chartered accountant.

His Lordship—I will tell you you cannot possibly succeed in this action; you should have brought a partnership action.

Plaintiff—I claim it was not a partnership.

His Lordship—But it is, and if you have any assets at all you won't go on with a partnership case for the accounts are dead against you.

Plaintiff—The account rendered to me I am showing in not correct.

His Lordship—You have shown it yet.

Plaintiff—I am showing that \$120 has not been paid.

His Lordship—Surely you don't say it is incorrect when the defendant gets \$60 knocked off in your favour?

Plaintiff—The original agreement between me was that he was to pay in the capital, and I was to get a one-third share.

His Lordship—That agreement was not carried out. You paid in \$500 by your own judgment. I shall not trouble any further. Judgement and costs for defendant. I don't think I would go on with the next case if I were you.

How TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Ointment, Last Charming and Special Skin Tonic and Poudre Charming will enable you to do it. For Specialists for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091,

The Finance Committee. This course was adopted, in order to give hon. members every opportunity possible for asking for whatever information they required, and also to enable the Government to ascertain in what direction information was required with a view to providing it as fully as possible. My hon. friend on the left assured members that I should be most willing to give every information in my power. I may go further and say I welcome this opportunity since one has not recently arisen to make as full a statement as possible on the subject of the whole course of the railway. A certain amount of information on the question proposed by the hon. member is contained in the paper which has been placed before you. He asked for information both as to the control, finance and route of the railway, and also as regards its history, and I will endeavour as fully as I am able to do so, to give the information on each of these heads. You will recollect that in 1895 it was decided to build the railway by means of a loan. It was not a question of whether the undertaking was profitable or not, but a question of whether the railway would pay interest and sinking fund on the capital expended, or even if it would pay working expenses. It was a question of preserving the predominance of Hongkong. It was a question of seeing that the final outlet of the great railway of China should be at Kowloon, and not other place. I think, therefore, it was with the consent of the whole community that the decision was arrived at, a decision which I personally regard as a most successful one. The first step to take was to make a preliminary survey, and to base upon it a preliminary estimate. The task was entrusted to an able engineer, Mr. Bruce, and I think we can say it was well done. Those of you who have any personal experience in railway construction know it is not practicable to expect that a preliminary survey shall be accurate in all its details, nor is it practicable to expect that there shall be no alterations found necessary in the alignment first laid down when it comes to be examined in detail by the constructing engineers. The estimate made by Mr. Bruce amounted to \$4,470,000 which had to be added to the estimate of the hon. the Director of Public Works for a reclamation of a section which amounted to \$385,000, which made the total \$4,855,000. This estimate included certain land resumptions and station buildings, but it did not include any provision for telegraph, fencing, and I think it included no provision for storage grounds. There also had to be added subsequently provision for double bridges. This was undertaken in consequence of clause 2 of the first loan agreement, and I think that the same is being done on the Canton section. The iron work is for a single line only. It may appear to many hon. members that if any anticipations were formed of the line going to be double in any section, those anticipations would mostly apply to the tunnel, since it would be impossible to broaden it once the lining had been completed. I am assured by the Chief Resident Engineer that two parallel single line tunnels only cost some 25 per cent more than one single double tunnel owing to the space wasted by the height and the area of excavation involved. And he tells me also that even were the line double throughout with the sole exception of the tunnel it would cause little block or delay if a signal station were at each end. I will turn to the history of the railway. The Secretary of State for the Colonies decided it should be constructed on what is known as the departmental system, through the medium of the Crown Agents. This is not the time or place for me to criticize that system. The Government that adopted it claims that it saves contractors profits; that alterations which further examination of the country, or enlarged or altered views can at any time be made without incurring the liability to contractors which would be incurred if the contract had already been signed. It gives more direct supervision of the cost of the Government, and gives it more direct control over the expenditure. These, gentlemen, are great advantages. The system as adopted in practice has also, however, weak points, the chief of which in my opinion is that the local Government is not in so efficiently close touch with the consulting engineers and does not correspond directly with them. The Chief Resident Engineer arrived in March 1906. My predecessor in his great anxiety to push forward with the utmost possible despatch, resumed lands in the neighbourhood of Taiipo and instructed the Colonial Public Works Department to begin work at once. In November 1905 the Chief Resident Engineer on arrival, after making a detailed survey, decided to run the line from the neighbourhood of Taiipo somewhat more inland than had been arranged in Mr. Bruce's survey. The former line had run in that neighbourhood almost completely over the sea bed which involved very costly bridges and some danger from heavy seas. The new alignment was conducted very carefully indeed in order to endeavour to balance the amount of cutting with the amount of earth required for reclamation. He also decided to make a small tunnel from a small hill near Taiipo instead of going round it and he succeeded in finding a way of avoiding the dangerous point at which the maximum gradient and limiting curve were simultaneously obtained at a point overhanging a dangerous river. It was an undeniable improvement for the road, and the line was at the same time shortened. These alterations, especially the latter one, unfortunately involved the abandonment of a considerable portion of the work that the Public Works Department had been ordered to do. No land had to be resumed, old land had to be sold. A small loss was incurred on that which forms a debit in the new estimate, but I think probably the bank railway no longer required will be used for the formation of a road. There were some other minor alterations in order to avoid the costly resumption of land, and in order to facilitate the bridging of roads several roads had to be altered, especially Taiipo Road, George Road and Des Voeux Road. In June 1907 the Chief Resident Engineer presented his estimate which amounted to \$8,000,000 or an increase of \$3,243,142. The statement which would be laid later shows an increase under each head, but I propose with your permission to endeavour to give you a clearer grasp of the general reasons of the increases in the estimates than can be obtained from a mere table of figures. In the first place, under the earth work, the Chief Resident Engineer states that the former estimate was based on a sufficient under the rates, but it is very difficult to know exactly what rates Mr. Bruce had calculated at, because no drawings or calculations of quantities and rates were supplied with the estimates. The Chief Resident Engineer says he has since his arrival been considerably reduced the rates he found were paid for earth work when he arrived in the Colony. In spite of that reduction he says he is quite confident that Mr. Bruce's line could not have been made for the full extent of the present estimate. In the same way, as regards bridges, these were similarly under-estimated, and too little was charged for supervision. The alterations which I have described in the alignment of the railway, I am assured, involve no extra cost whatever, and the Chief Resident Engineer says he is perfectly certain that the consulting engineers will bear him out in

this statement. The abandoning of the bank made by the Public Works Department involves a small extra debit which has to be borne in the new estimate which contains several items altogether omitted in the former, such as fencing, telegraph and storage altogether amounting I think, in the new estimate to \$111,575, and also the cost of doubling the bridges and extending the cuttings. Mr. Bruce's estimate, as I said, made some provision for station buildings, but no present estimate does not make provision for station buildings but includes platforms and several miles of siding more than in the original estimate. The estimate of the Director of Public Works for reclamation work remains about what it was. The quantities are practically the same although the reclamation estimated for by the Director of Public Works only extended as far as the storm water drain. It is now being extended to the Blackhead wharf, but the extra cost involved by this extension has been made lighter by narrowing the area proclaimed, that is to say, by drawing the line a little nearer to the shore. Both the cost of this reclamation and the seawall which faces it, and also the cost of the alterations of the drains to include the earth work, the small piece of additional seawall from where the original reclamation ceased from Blackhead's wharf, involved an extra cost of \$110,000. That \$110,000 will have to be added to the existing estimate of \$8,000,000. I may say with regard to this piece of seawall that it was not included in the estimate because it was still under discussion whether the line should be drawn direct involving the construction of a deep seawall costing about \$75,000, or whether we should set back 150 feet, thereby reducing the cost to \$110,000. That cost has now been decided on. There remain several items not included in the other estimates in connection with the terminus, and in order to obtain a deep sea berth for a large vessel, it is necessary to secure Marine Lots 118, 131 and 34 from Messrs. Blackheads. Prolonged negotiations with the owners eventually resulted in its purchase for \$315,000. The negotiations were in the hands of my hon. friend on the left, the Director of Public Works, and I think we can congratulate him on the very successful issue. The original estimate was for \$312,000. This sum, together with the \$110,000 for the seawall, are the only additions so far decided upon to the existing estimate, and bring it up to \$8,725,000. As that sum must be added to the cost of the stock not included in the other estimate, that is estimated at \$18,100. Hon. members will, I am sure, believe that I am not anxious to give the fullest possible information on all points, but the interests of the railway and of the Colony compel me to speak with reserve on those matters still under discussion, and which are the subject either of negotiation as regards land resumption, or may be the subject of negotiation as regards working agreements with China. You are asked in the resolution before the Council to vote a sum of \$300,000 for land resumption, and another \$50,000 towards the building of stations. These matters are now being discussed, and it is as impossible for me to speak as fully and frankly as I should wish to do in the present circumstances, but no decision will be taken without full consultation with the consulting engineers and the concurrence of the Secretary of State. As regards the question of station buildings they are to some extent dependent upon the terms of the working agreements. You were asked in the resolution to vote a sum of \$300,000 for land and \$50,000 as an adjustment towards building and equipment for the workshops. I propose to erase those figures from the resolution because I think it is extremely improbable that there will be an undertaking of anything with regard to workshops in the present year. That matter also is largely dependent upon the terms of the agreement. In the whole question of the cost of the railway, that has no attempt to unduly to increase economy in every detail, but at the same time I am sure I would not be carrying out your wishes if I confined myself to a short sighted policy. I do not think it would be in the interests of the railway, and might very seriously in the future detract from the remunerative capacity of the line. You must remember, gentlemen, that this line will be the terminal section of the main line from Peking to Kowloon, some 1500 miles long, and in these matters station, terminus, workshops and facilities for shipping, etc., are an inability to realise the future of the line might be disastrous for the future interests of this Colony. We arrive then at the following figures: the present cost including the sanctioned estimate, \$8,000,000, and including the amount for rolling stock and the amount for seawall amounts to \$9,202,052. It is impossible as I said, to say what a count may be required for station buildings and land, but I think that that should not be the total at the moment in the neighbourhood of \$9,550,000, that should be our total liabilities in respect of the line exclusive of workshops. Out of the sanctioned estimate of \$8,000,000 we have spent a total of \$2,394,692. The papers which have been laid, and which will be supplied will show you in detail the work which has been accomplished, but I think it may be interesting if I briefly run through the work of the past year. In the matter of survey the whole has been completed, and there is a permanent saving of \$1,557. In the question of land all resumption on the Kowloon side has been finished with the exception of small pieces at Shek Tin Valley. The estimate for the year shows an increase of \$32,816, and that of course is not necessarily a permanent increase in the whole estimates. Earthwork is \$177,037 under the estimate. The reason for this is that the very difficult piece of survey between Shatin and Taiipo of which I spoke just now when the line moved inland instead of running over the sea bed, the earthwork in that section, and the earthwork has been carried over to the present year. It seemed unnecessary to pay higher rates in order to insure the work being done this year, for in this section there is no hurry at all, since it will be completed in any case long before the tunnel is completed; therefore we will save any additional rates by carrying it to the present year. The accounts you are asked to vote in 1908 will complete the earthwork with the exception of a big reclamation for the station yard, and two banks in the neighbourhood of Shek Tin Valley. The tunnel proceeded the estimate for last year by \$198,977. The Chief Resident Engineer explains this, firstly, because labour was more costly than had been anticipated, and secondly, a much larger quantity of explosives had been used than was expected. The reason for this is that in the first thousand yards of each face of the tunnel the material has been found to be semi-decomposed granite for which explosives are almost useless, yet it is too hard to be removed by pick and shovel. The further we get into the centre the rock becomes exceedingly hard. This latter fact may not improbably be productive of considerable saving in lining the tunnel. The expenditure on the tunnel in the first year is of course exceedingly large, because there is included in it the whole cost of starting the machinery, and also depositing a considerable quantity of materials at the mouth of the tunnel. In 1907, 2242 feet out of 1199 feet of the heading had been

completed, and 465 feet of the lining, which gives an average of the heading of about 43 feet a week. Since that date, late January, we have been making very good progress and on the 25th January the figures stood 2591 feet of heading, and 585 feet of lining, and on some occasions up to 100 feet have been done in a week. On the whole the progress in the tunnel was not very satisfactory. The Chief Resident Engineer gives as his reason the unforeseen difficulties which the engineers encountered, over which they had no control, and secondly the delay in supplying machinery from England, some of which did not arrive until over twelve months after order. Bridges show a saving of \$239,230 and culverts of \$22,449. The saving on all these three items are referable to the same cause as that on earthwork, as I explained just now, and is due to the fact that the work has been thrown back in consequence of the Taiipo survey; and as time in this section was not important the work has been carried over to the present year. Permanent way and plant showed an increase of \$283,309. The reason for this was that it had been intended to use a metre gauge temporary line for removing earthwork off the reclamation, but as the whole of this would have to be scrapped as soon as the reclamation was completed, it was thought better to use the broad gauge line, and consequently the rail and rolling stock ordered for the permanent equipment of the line. Salaries, quarters, etc. increased \$53,096. This arose from an increase found necessary in the staff, and also the cost of an outbreak of malaria last summer which caused the doctors to advise that the staff quarters be built on the hills. That outbreak of malaria led to an abortive effort to drain the hills, which cost \$12,900. That now has been stopped, and in its place a regular issue of quinine has proved most effective. This has increased the medical cost by \$5759. Home charges have increased \$7850, and stores decreased by \$5000. Typhoon damages in the large sum of \$16,527 and was due to the typhoon of September 1906, and was not in the estimated expenditure of the year; also the sum of \$17,000 approximately is due to the same cause this year, about half of which was due to damage caused by a heavy rain storm in September last year, and half to the fire at Tai Kok Tsui. These charges, property cost, etc. of the 10 per cent allowed for contingencies, and I have directed the Chief Resident Engineer to debit them to the works concerned. The net result of the expenditure last year only exceeded the estimate by \$18,354. These figures generally refer to the work of 1907, and should you wish to know what conclusions they point to, and what anticipations can be formed of the final accuracy of the estimate, the Chief Resident Engineer is confident that his estimate will not be exceeded. On earthworks there was a saving of \$250,000 on the tunnel there was an excess of \$300,000 and on the other tunnels there was no excess. On the major bridges he hopes for \$50,000 and on the minor \$50,000 below his rates. He hopes to show no excess on general charges, and expects a small excess will be met by savings on other items. The next question you would probably like to have answered is, About what time will the railway be completed, and the average rate of construction hitherto maintained can be kept up the heading will be completed in November 1909, and the line should be completed by May 1910. We do approximately about one-third of the tunnel a year. The heavy cutting and reclamation on this side has been by contract but not much progress so far has been made, but the standing of the firm of contractors who have taken that contract gives us every hope that they will not fail us as regards the limit of time for completion. Generally speaking I think we are justified in assuming that the work will be economically done, and that we shall complete it in simple time to join the Canton section by the time it is completed. And I believe that the total cost will not exceed \$1,000,000 sterling. You must remember that that sum only includes the cost of the private land resumed for the railway, and does not include the cost of the Crown land assigned for railway purposes. In the course of my remarks I have alluded once or twice to the basis of a joint working agreement with the Chinese section, and that has not yet been arrived at. I am anxious to begin negotiations in this matter, but you must remember the survey of the Canton section has only just been completed, and it will probably be a couple of months before the first aid is turned. The Chinese Authorities have several preliminary questions to settle with regard to the administration of the line and local control, and until those questions have been settled we are not in a position to enter into negotiations. I trust it may be so before the end of this year. I have explained now, to the best of my ability, the history of the line and the stage of construction to which we have reached. I have gone fully into the liabilities which we have incurred, and perhaps it may be of interest if I make a few remarks as to the means we intend to employ to meet those liabilities. You will remember that in the Autumn of 1905, the Government raised a loan through the Crown Agents for \$1,433,933 at about 34 per cent interest, and a loan of \$1,100,000 at 44 per cent to the Yuen Wah Bank. This was repayable in ten years by yearly instalments of \$110,000 with interest of which we have received two, and the third is due in October next. As they have been received they have been used to finance the railway, but it is obvious from what I have said that the cost of the line will much exceed the amount of these repayments before the completion of the line. We shall consequently have to borrow from the Crown Agents and repay later from repayments received from the Yuen Wah Bank. I have provided in the estimates for the current year a sum of \$4870, as interest on this balance which would mean a capital sum of about \$120,000 if it were borrowed for a complete year, but as we shall not require to borrow until probably late in the year the interest provided in the estimates will really cover a very much larger sum than that I have named. We are also paying interest on advances made to the railway, that is to say \$220,000 at 23 1/2 per cent. The interest paid to that account amounts to \$28,000 giving a total of \$12,700 provided in the estimates for the current year as our total liability in respect of the interest for railway loans. We shall have spent at the end of the current year, if we do not exceed the estimate contained in the resolution before the Council, the total sum of \$6,334,061. I trust, gentlemen, that I have left no point unnoted on which I could possibly give information, but if any further information is required at any point it may be raised when the resolution is referred back to the Finance Committee (applause).

NEW LAW COURT AND POST OFFICE.  
Hon. Mr. OSBORNE asked the following question:—Will the Government state whether the contractors for the Law Courts and Post Office are free to push on with the work as they please; or are they instructed to keep within the limit of expenditure voted in the Estimates?

The DIRECTOR OF PUBLIC WORKS replied:—No restraint is placed upon the Contractors for the buildings mentioned, with the object of limiting the expenditure on them to the amounts voted in the Estimates. In 1904 supplementary votes were obtained to cover excess expenditure on the Law Courts and Post Office and since that year there have been large unexpended balances annually on the amounts voted for these works.

LAND OCCUPIED BY GOVERNMENT CONTRACTORS.  
Hon. Mr. OSBORNE asked:—Will the Government state (a) The terms of Sang Lee's tenancy of the ground used as a builder's yard adjoining the statue of His Majesty the King? (b) Is this yard used in connection with work on public buildings? (c) Will the Government cause this land to be laid out as a public garden as soon as Sang Lee's occupation of it can be determined?

The DIRECTOR OF PUBLIC WORKS replied:—(a) The terms of the tenancy are:—(i) Payment of rent at the rate of 2 cents per square foot per annum, or \$71.20 per acre, quarterly, in advance. (ii) Certain stipulations as to matches or other structures which might be required by the Contractor. (iii) Restriction of occupation to watchmen only.

(iv) No portion of the ground to be used for any other purpose than the storage or preparation of material for the Post Office, unless the consent of the Director of Public Works be previously obtained. (v) No portion of the ground to be sub-let on any account. (vi) The whole or any portion of the ground to be given up at any time on receipt of three months' notice. (vii) Answered in (iv) of the above.

(c) It is proposed to obtain the sanction of the Secretary of State to lay out as a garden piece of ground corresponding in area to the garden of the Hongkong Bank opposite to it.

ENFORCING JUDGMENTS OUT OF THE JURISDICTION.  
Hon. Mr. POLLOCK asked:—Will the Government lay upon the table all the papers connected with the proposals which have been made with a view to improve the system of enforcing judgments of the Supreme Court of this Colony in China and Mexico?

The COLONIAL SECRETARY replied:—The correspondence touching as it does relations with two Foreign Governments is for the most part confidential and cannot therefore be published. If however the Honourable Member takes a personal interest in the questions referred to he is at liberty to peruse the material portions of the correspondence in the office of the Colonial Secretary.

Hon. Mr. POLLOCK:—I don't think the hon. Colonial Secretary's answer quite deals with my question. I understand that certain proposals have been made amongst others by the Chief Justice of this Colony with reference to this question, and I don't see why these proposals should not be laid on the table.

The COLONIAL TREASURER:—Really, the Government's answer to the question is "no." His EXCELLENCY:—The answer given by the hon. Colonial Secretary I think is a complete answer to the hon. member's question.

Hon. Mr. POLLOCK:—I think not, Sir. I don't think a foreign Government's proposal. The COLONIAL SECRETARY:—The hon. member is trespassing beyond the limits. Surely he must understand that no matter from what part it emanates it involves correspondence, and the question, touching as it does the relations with a foreign government, is such that it cannot possibly be made public.

Hon. Mr. POLLOCK:—Do I understand that the Government regards it as confidential? His EXCELLENCY:—I cannot allow any further debate on the subject.

Hon. Mr. POLLOCK:—I think the hon. Colonial Secretary's answer is not satisfactory one to my question.

The COLONIAL TREASURER:—Then move a resolution.

Hon. POLLOCK:—I submit the Colonial Treasurer is not in order to make that observation.

CHINESE EMIGRATION ORDINANCE.  
The ATTORNEY-GENERAL:—Sir, I rise to move the second reading of the Bill entitled An Ordinance to amend the Chinese Emigration Ordinance, 1889. The Bill is designed to remove certain restrictions at present imposed on bona fide emigrants, and to safeguard the interests of assisted emigrants as distinguished from industrial emigrants. Over the existing law various classes of emigrants are accorded different treatment but it is found in practice that a regulation is required to make effective the control of contract labour and in the case of free passengers that it is unnecessary and vexatious. The main object of this Bill, Sir, is to amend the law relating to free emigrants, and I propose in committee to amend the definition so that contract and labour for hire will not be essential conditions. The Bill is comparatively simple in its form and I beg to move that it be read a second time.

The COLONIAL SECRETARY seconded.

Council then resolved itself into a committee of the whole Council to consider the Bill clause by clause.

Hon. Mr. POLLOCK spoke as to some minor alterations he thought necessary.

The COLONIAL TREASURER:—This drafting and wording of sections is not worth troubling the committee of the Council with. It ought to be referred to the Law Committee, and I think the hon. member should have seen that corrected before he came here.

The COLONIAL SECRETARY:—I think the language of the Colonial Treasurer is most important and most unparliamentary.

The COLONIAL TREASURER:—It is quite pertinent. This point was raised quite regularly, and I am answering it.

On Council resuming the ATTORNEY-GENERAL reported that the Bill had passed through committee with slight amendments, and it was read a second time.

THE STATUTES ORDINANCE.  
The ATTORNEY-GENERAL moved the second reading of the Bill entitled An Ordinance to facilitate the admission in evidence of statutes passed by the Legislatures of British possessions and British protectorates, including Cyprus. In doing so he said:—I may say that the Government introduced this Bill on the suggestion of the hon. member for Hong Kong.

The object of the Bill is stated in the objects and reasons, and I can add nothing to them. It is to facilitate in the Courts here the admission of proof by the statute law of other British possessions.

The COLONIAL SECRETARY seconded.

Council then went into committee on the Bill, and considered it clause by clause.

On resuming the ATTORNEY-GENERAL reported that it had passed through the committee stages with slight amendment, and it was read a second time.

The ATTORNEY-GENERAL:—then moved the third reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a third time, passed and became law.

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FIRE INSURANCE COMPANIES ORDINANCE.  
The ATTORNEY-GENERAL:—Sir, I rise to move the second reading of the Bill entitled An Ordinance to authorize the removal of Fire Insurance Companies from the Register of Companies in certain cases. The object of the Bill, Sir, as stated in the objects and reasons, is to give the Governor-in-Council power to strike off the register of Companies any fire insurance company proved to his satisfaction to be as unscrupulous as to be virtually fraudulent. The matter has received the consideration of the Government, and also the Chamber of Commerce, who are agreeable to the proposal.

The COLONIAL SECRETARY seconded.

Council then went into committee on the Bill and considered it clause by clause.

Hon. Mr. OSBORNE:—Am I in order if I ask why fire insurance companies have been taken out of this Bill. They were in when the Ordinance was drafted.

His EXCELLENCY:—They are included in a different bill.

Hon. Mr. OSBORNE:—Originally the Ordinance included fire and life insurance companies. The COLONIAL SECRETARY:—I think the hon. member is thinking of fire and marine.

The COLONIAL TREASURER:—The word marine was dropped before the first reading.

On Council resuming the ATTORNEY-GENERAL reported that the Bill had passed through committee with minor alterations, and it was read a second time.

The ATTORNEY-GENERAL then moved the third reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a third time, passed.

His EXCELLENCY:—Council will now adjourn until Thursday week.

FINANCE COMMITTEE.  
AT  
MODERATE CHARGE.

A meeting of the Finance Committee was held, the COLONIAL SECRETARY presiding. The following resolutions were passed:—

PUBLIC WORKS EXTRAORDINARY.  
The Governor recommended the Council to vote a sum of seven thousand one hundred and sixty-one dollars (\$7,161) in aid of the vote, Public Works Extraordinary, for the following items:—

Hot Water Apparatus and Baths, Government House, \$400  
Queen's College Latrines and Urinals, \$10  
Resuming and filling in Fish Pond at Tai Po, 5,900  
Time Ball Tower on Blackhead's Hill, Kowloon, 45

Total, 7,161

The Governor recommended the Council to vote a sum of Nine thousand three hundred and thirty-four Dollars (\$9,334) in aid of the vote, Public Works Extraordinary, Refund of part of Premium for the Pier opposite M. L. 128.

EDUCATION.  
The Governor recommended the Council to vote a sum of Seven hundred and twenty Dollars (\$720) in aid of the vote, Education, Victoria British School, Personal Emoluments, Head Master, House Allowance.

MORRISON GRAMS.  
Peking, December 29th.

The Chekiang railway loan dispute still occupies attention. Briefly, the history of the dispute is this. In 1905, Sheng, Director-General of Railway, taking advantage of the long time which had elapsed since the preliminary concession, granted in 1898 for the extension of the railway from Su-chow to Hang-chow and Ning-po, gave the agent of the British syndicate, who held the original concession, notice that unless work were begun within six months the concession would be cancelled. A complete reply was sent by the agent of the syndicate, but was suppressed by Sheng, who informed the Thropes that no reply had been received, and the cancellation of the concession, and by the influence of Prince Ching, the incompetent President of the Wai-wu-pu, and of his corrupt son, the President of the Board of Commerce, who has been since dismissed from office, the issue of an Imperial edict on September 23, 1905, transferring the concession to a provincial company. The company admittedly has since acted in accordance with the authority granted by this edict. Recently, on October 26, the Government, under other guidance, recognising its error of 1905, sanctioned the restoration of the concession to the original British syndicate, thus setting aside the authorization duly granted to the provincial company.

The present agitation, which is widely supported in the province, seeks to prevent the Central Government from breaking faith with the provincial company. The Central Government admit that the dispute is of China's own creation and that they have no grievances of any kind against the British Government, and express confidence that the dispute will be settled.

Peking, December 30th.

A number of British residents in Peking desire me to give expression to a grievance which they have against the British Postmaster-General. At present the Postmaster-General directs the Imperial English mails sent via Siberia to North China to the Japanese post office, which receives them at Kwang-cheng-tze, in Manchuria, and then at its own leisure forwards them to Peking, where the Japanese post office is notoriously inefficient and lacking in the requisite knowledge of English and the machinery for speedy distribution.

Every day much bitterness is expressed on account of the delay and insecurity of our English letters; yet the remedy is simple. For reasons that are well known, China has not yet joined the postal union, but she has concluded arrangements with France, Germany, Hongkong, India, Natal, and other places—but not with England—by which those countries recognize Chinese stamps; so while letters bearing Chinese stamps are admitted into the union when the date is stamped by them, letters bearing Chinese stamps are not recognized directly by the British Postmaster-General.

THE QUESTION WHETHER A SHADE ENITS THE complexion and tone with the hair will be the chief consideration when the man chooses his spring and summer outfit this year. An authority claims to have discovered that the woman who would be happy, healthy, and always well dressed must robe herself in the astral colours.

The idea has found favour in feminine eyes, and not only frocks, hats and ribbons carry out the colour scheme, but the boudoir and bedroom are decorated to match.

The signs of the zodiac are being carefully studied and worn as jewellery, embroidered on fancy work, and engraved on toilet fittings as well as in the astral colours. Some ladies have gone so far as to have these curious signs engraved on their purses and card cases, handkerchiefs, and playing cards. Each month has its own astral colour, which must be adapted to correspond with the date of the lady of fashion's birthday.

The astral colours are:—  
Green: January.  
Pink: February.  
Purple: March.  
Red: April.  
Blue: May.  
Bronze Green: June.  
Light Red: July.

Violet: August.  
Deep Blue: September.  
Brown: October.  
Gold: November.  
Grey: December.

FLYING IN A CIRCLE.  
ENGLISHMAN'S CIRCULAR IN THE AIR.

Mr. Henry Farmington (says the Peking Daily Mail) succeeded at last in flying a full-sized aeroplane in his aeroplanes without touching the ground.

Unfortunately, the flight was not for Mr. Farmington had not advised the Aero Club committee of his intention to complete for the Deutsch-Archdeacon prize of \$2,000 for a circular flight of 22,000 feet.

He had done it, he would have won it, as well as the Daily Mail prize of £100 for a circular flight of half a mile, a kilometre being five-eighths of a mile.

Since his last flight Mr. Farmington has made several improvements in the design of his machine—among other things, covering the wings with canvas. He started the motor, and finding that everything worked satisfactorily he made a flight of some 500 yards at a height of about ten feet. He then alighted in the middle of the drill ground and marked off a square 500 yards each way. He then took his seat in the machine, started the motor, and with perfect ease described a complete circle within the square, at an average height of fifteen feet. During the whole of the flight he did not touch the ground.

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Thus China cannot send a closed mail direct from Peking to London, nor can a closed mail be sent direct from London to Peking. As present the Chinese post office sends European letters in a closed mail via Siberia to Germany or France, and then the German or French post offices distribute the letters over Europe, China settling the transit accounts in the usual way. If the British Postmaster-General would consent to a similar arrangement it would be to the great advantage of the English in China.

The Chinese post office is admirably organized, the present director being an Englishman, Mr. Hippisley, with a European and Chinese staff of high efficiency. As I have frequently reported, no development of modern China is more astonishing than the growth of the Imperial post office. In 1901 176 offices were opened, now there are 2,670; in 10,500,000 articles were dealt with; this year the number rose to 180,000,000, while the article and mail matter actually despatched were in 1903 31,000,000 and in 1907 60,000,000. In Peking there are 250 receiving stations and eight deliveries daily, and it is possible to send a letter weighing half an ounce from Peking to distant Yunnan for a halfpenny, while the growth of the parcel post, money order office, and distribution of newspapers is simply astonishing.

ASTRAL COLOURS FOR WOMEN'S GOWNS.

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MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"KWEIYANG"	On 8th Febr., 4 P.M.
NINGPO and SHANGHAI	"KWANGSE"	On 11th Febr., 4 P.M.
SHANGHAI	"KUNGLANG"	On 11th Febr., 4 P.M.
MANILA	"YOHOW"	On 12th Febr., 4 P.M.
CEBU and LOILO	"KWEIYANG"	On 12th Febr., 4 P.M.
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NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ HEINRICH"	Wed'day 12th Febr., at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"GOEBEN"	About Wed'day 12th Febr.
KUDAT and SANDAKAN	"BORNEO"	Middle of Feb.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Thursday, 27th Febr., at 5 P.M.

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TJIKINI	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
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Hongkong, 5th February, 1908. 316

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## THE Steamship

"EASTERN,"  
Capt. McArthur, will be despatched for the above PORTS on SATURDAY, the 29th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage apply to GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 5th February, 1908. 317

## TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and LIMA, via JAPAN PORTS (Kobe and Yokohama).  
With Liberty to call at Honolulu and Salina Cruz.

Steamers Tons  
"KAKATO MARU" ..... 6,100 Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager, Yok Buildings.

Hongkong, 27th December, 1907. 310

## ON SALE.

## THE FIFTY YEARS

ANGLO-CHINESE CALENDAR.

日曆英中 年十五  
FROM 1st JANUARY, 1864 TO 31st DECEMBER, 1913, BEING FROM THE 1st YEAR OF THE 78th CYCLE TO THE 50th YEAR OF THE 78th CYCLE THAT IS THE 3RD-YEAR OF TONG CHI TO THE 39th YEAR OF KWONG SUI.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

## NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before SATURDAY, the 1st inst., at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 8.30 A.M.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS &amp; Co., Agents.

Hongkong, 1st February, 1908. 5

## NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"BRASILIA"

Captain Hesse, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 4th February, 1908. 308

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"NUBIA"

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ &amp; STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be marked by name and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,  
Superintendent.

Hongkong, 4th February, 1908. 1

## NOTICE TO CONSIGNEES.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

having arrived, consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 11th inst., will be subject to rent.

All broken chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2.30 A.M.

All claims must reach us before the 15th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 4th February, 1908. 5

## S.S. "ER EST-SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and other Ports, and "Marseilles" from Bordeaux and "P. Leroy Lallier" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 10th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th inst., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 10th inst., at 8 P.M.

No Fire Insurance has been effected.

J. MILLET,  
Agent.

Hongkong, 3rd February, 1908.

## INSURANCES

NORTH BRITISH AND MERICAN

FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1906

£17,887,113.

AUTHORISED CAPITAL... £3,000,000  
SUBSCRIBED CAPITAL... £250,000  
PAID-UP CAPITAL... £82,500 0 6  
FUND-FUNDS... £3,884,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 27th April, 1907. 1148

## THE GLOBUS INSURANCE COMPANY

OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.,  
Agents.

Hongkong, 13th August 1906. 23

## AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-EN-CHATELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.

Hongkong, 21st April, 1897. 114

## MITSU BISHI DOCKYARD

AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.O. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 723 feet.  
Length on Blocks... 714 "

Width of Entrance on Top... 864 "

Width of Entrance on Bottom... 844 "

Water on Blocks at Spring Tide... 844 "

DOCK No. 1.

Extreme Length... 523 feet.  
Length on Blocks... 513 "

Width of Entrance on Top... 59 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 77 "

DOCK No. 2.

Extreme Length... 571 feet.  
Length on Blocks... 560 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 53 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P., specially built for SALVAGE PURPOSES) equipped with necessary gear always ready for service.

Short Notice.

## NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH-BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDIA-STAR NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars, apply to

D

**JOINT STOCK SHARE.**

TO LET.

**A**UCTION ROOMS, No. 2, Zoland Street.

No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—

LEIGH & ORANGE,  
1, Des Voeux Road.  
Hongkong, 7th January, 1908. 87

TO LET.

**N**O. 59, CAINE ROAD.

No. 27 and 31, SEYMOUR ROAD.

Apply to—

SAM WANG CO. LTD.,  
81, Queen's Road Central.  
Hongkong, 27th November, 1907. 100

TO LET.

**A**SIX ROOMED HOUSE at ELIOT CRESSNET, Robinson Road. Furnished or Unfurnished.

Apply to—

F. I. D'ALMADA & CASTRO,  
33, Queen's Road Central.  
Hongkong, 22nd January, 1908. 100

TO LET.

**4** and 5-ROOMED HOUSES in Kowloon.

**C**OMMODIOUS SHOP in Des Voeux Road Central, Hongkong. Immediate possession. Moderate rentals.

Apply to—

HUMPHREYS ESTATE &  
FINANCIAL CO., LD  
Hongkong, 18th January, 1908. 117

TO LET.

**H**OUSE, No. 41, Wyndham Street, from 1st March next.

Apply to—

H. M. H. NEMAZEE,  
9, Pedders Hill.  
Hongkong, 6th February, 1908. 320

TO LET.

**N**O. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya East, near Elat Point.

Apply to—

JARDINE, MATHESON & CO. LTD.  
Hongkong, 21st October, 1907. 83

TO LET.

**O**FFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

No. 10, DES VŒUX ROAD CENTRAL 1st floor.

"HATHERLEIGH," Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit

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